BANQUET TO CYRUS W. FIELD.

Ovation by the New York Chamber of Commerce - Addresses by Cyrus W. Field, Admiral Farragut, General Meade, and Others.

From the New York Papers or To-day.

A grand banquet was given to Cyrus W. Field by the New York Chamber of Commerce, at the Metropolitan Hotel, last evening. Many distinguished people were present, among them Major-General G. G. Meade, Admiral Farragut, the Hon. Lafayette S. Foster, President of the United States Senate, Archbishop John Mc-Goskey, the Rev. Henry Ward Beecher, Mayor Hoffman, the Rev. Dr. Bellows, F. Lieber, LL.D., John Jay, Robert J. Walker, Charles O'Conor, General William F. Smith, U. S. A., Captam A. N. Penneck, U. S. N., W. F. Judson, Peter Cooper, the Hon. George Bancroft, Alfred Bierstadt, Moses Taylor, the Rev. R. W. Hitchcock, and the Brazilian Minister. The banquet hall was beautifully decorated with the flags of different nations, choice flowers and emblems suggestive of the great enterprise the originator of which the guests had assembled to honor. A. A. Low, Esq., President of the Chamber of Commerce, presided. After dinner the ladies were introduced, and the serious business of the even.

REMARKS OF MR. CYRUS W. FIELD. Mr. President:- I thank you for the kind words which you have spoken; and you, gentlemen, for the manner in which you have responded to them. It is pleasant to come home after a long absence, and especially when a warm welcome meet us at the door. It is pleasant to see familiar laces and hear familiar voices; to be among old neighbors and friends, and to be assured of their regard and approbation. And now to receive such a tribute as this from the Chamber of Commerce of New York, and from this large array of merchants and bankers and emment citizens, is very grateful to my heart.

The scene before me awakens mingled recollections. Fight years ago the Atlantic Telegraph had won a brief success; and in this very hall we met to celebrate our victory. Alas for our hopes! How soon was our joy turned into mourning. That very day the cable departed this life. It went out like a spark in the mighty waters. So suddenly it died that many could not believe that it ever lived. To-night we meet to rejoice in a success which I believe will be permanent. But many who were with us The scene before me awakens mingled recolbe permanent. But many who were with us then are not here. Captain Hudson has gone to his grave. Woodhouse, the English engineer, who was with our own Everett in the Niagara, sleeps in his native island. Others who took an early part in the work are no more among the living. Lieutenant Berryman, who made the first soundings across the Atlantic, died for his country in the late war, on board his ship off

His companions, Lieutenant Swain, the hero of the ill lated Darien expedition, and Lieutenant Thomas, both are gone. So are John W. Brett, my first associate in England, Samuel Statham, Sir William Brown, the first Chairman of the Atlantic Telegraph Company, and many, many others. My first thought to-night is of the dead; and my only sorrow that those who labored so taithfully with us are not here now

In the letter inviting me to accept of this ban-quet, you expressed a wish to "hear from my hips the story of this great undertaking." sir, would be a very long story, much beyond your patience and my strength. I should have to take you forty times across the Atlantic, and half as many to Newtoundland. Still, I will

endeavor, in a brief way, to give you some faint outline of the fortunes of this enterprise. It is nearly thirteen years since half-a-dozen gentlemen of this city met at my house for four successive evenings, and around a table, covered with maps and charts and plans and estimates, considered a project to extend a line of tele graph from Nova Scotla to St. John's in Newfoundland, thence to be carried across the ocean. It was a very pretty plan on paper. There was New York, and there was St. John's. only about 1200 miles apart. It was easy draw a line from one point to the other-making no account of the forests and mountains, and swamps and rivers and gulfs that lay in our way. Not one of us had ever seen the country, or had any icea of the obstacles to be overcome.

months. It took two years and a hall, never asked for help outside our own little cir-Indeed, I fear we should not have got it is we had-for few had any faith in our scheme. Every dollar came out of our own pockets. Yet I am proud to say no man drew back. No man proved a deserter; taose who came first into the work have stood by it to the end. Or those six men four are here to-night-Mr. Peter Cooper, Moses Taylor, Marshall O. Roberts, and myself. My brother Dudley is in Europe, and Mr. Chand-ler White died in 1856, and his place was supplied Mr. Wilson G. Hunt, who is also here. Mr. Robert W. Lowber was our Secretary. To these gentlemen, as my first associates, it is but just that I should pay my first acknowledgments.

We thought we could build the line in a few

From this statement, you perceive that in the beginning this was wholly an American enterprise. It was begun, and for two years and a half it was carried on, solely by American capi-tal. Our brethren across the sea did not even know what we were doing away in the lorest of Newfourdland. Our little company raised and expended over a million and a quarter of dolbefore an Englishman paid a single pound sterling. Our only support outside was in the liberal charter and steady friendship of the Government of Newfoundland, for which we were creatly indebted to Mr. E. M. Archibald, then Attorney-General of that colony, and now British Consul in New York. And in preparing for an ocean cable, the first soundings across the Atlantic were made by American offleers in American ships. Our scientific men —Morse, Henry, Bache, and Maury—had tak m great interest in the subject. The United States ship Dolphin discovered the Telegraphic Plateau as early as 1853; and the United States ship Arctic sounded across from Newfoundland to Ireland in 1856, a year before her Majesty's ship Oyclops, under command of Captain Dayman, went over the same course. This I state not to take aught from the just praise of England, but simply to vindicate the truth of history.

(Applause.)

It was not until 1856—ten years ago—that the enterprise had any existence in England. In that summer I went to London, and there with Mr. John W. Brett, Mr. (now Sir) Charles Bright. and Dr. Whitehouse, organized the Atlantic Telegraph Company. Science had begun to contemplate the possibility of such an enterprise; and the great Farraday cheered us with his lofty enthusiasm. Then for the first time was enlisted the support of English capitalists; and then the British Government began that course which it has continued ever since-offering us ships to complete soundings across the Atlantic, and to assist in laying the feable, and an annual subsidy for the transmission of

The Expedition of 1857 and the two Expedi tions of 1858 were joint enterprises, in which the Niagara and the Susquehanna took part with the Agamemnon, the Leopard, the Gorgon, and the Valorous; and the officers of both navies worked with senerous rivalry for the

rame great object. The capital—except one-quarter, which, as you have said, was taken by myrel:—was subscribed wholly in Great Britain. The Directorswere almost all English bankers and merchants, though among them there was one mercrants, though among them there was one gentleman whom we are proud to call an American—Mr. George Peabody—a name honored in two countries, since he has showered his princely benefactions upon both—who, though a resident for nearly forty years in London, where he has gained abundant wealth and honors, still clims to the land of his birth; declining the honor of a Baronetcy of the United Kingdom to remain a simple American citizen

Kingdom to remain a simple American citizen,

In December, 1865, I went back again, when lo! all our hopes had sunk to nothing. The Attorney-General of England had given his written opinion that we had no legal right, without a special act of Parliament (which could not be obtained under a year to issue the new 16 per cent, shares, on which we relied to raise our capital. This was a terrible blow. The works were at once stopped, and the money which had been paid in returned to the subscribers. Such was the state of things only ten months ago. I reached London on the 24th of December, and the next day was not a "merry Christmas" to me. But it was an inexpressible comfort to have the counsel of such men as Sir Daniel Gooch and Sir Richard A. Glass, and to hear stout-hearted Mr. Brassey tell us to go ahead, and, if need were, he would put down £60,000 more

It was finally concluded that the best course was to organize a new company, which should assume the work; and so originated the Anglo-American Telegraph Company. It was formed by ten gentlemen who met around a table in London, and put down £10,000 apiece. I hope the excellent secretary of this Company, Mr. Deane, who came with us across the ocean, will write its history, and tell the world what life and vigor were comprised in its Board of

The great Telegraph Construction and Mainte-nance Company—undaunted by the failure of last year, answered us with a subscription of £100,000. Soon after the books were opened to the public, through the eminent banking-house of J. S. Morgan & Co., and in fourteen days we had raised the whole £600,000. Then the work began again, and went on with speed. Never was greater energy infused into any enterprise. It was only the first day of March that the new company was formed, and was registered as a company the next day; and yet such was the vizor and despatch, that in five months from that day the cable had been manufactured, shipped on the Great Eastern, stretched across the Atonio. the Atantic, and was sending messages, literally swift as lightning, from continent to continent.

Yet this was not "a lucky hit"-a fine run acros the ocean in calm weather. It was the worst weather I ever knew at that season of the year. In the despatch which appeared in the New York papers you may have read, "The weather has been most pleasant." I wrote it "un-pleasant." We had fogs and storms almost the whole way. Our success was the result of the highest science combined with practical experience. Every thing was perfectly organized to the minutest detail. We had on board an ad-mirable staff of officers, such men as Halpin and Beckwith, and engineers long used to the busi-ness, such as Canning and Clifford and Temple, the first of whom has been knighted for his part in this great achievement; and electricians such as Professor Thomson, of Glasgow, and Willoughby Smith, and Laws; while Mr. C. F. Varley, our companion of the year before, who stands among the first in knowledge and practi-cal skill, remained with Sir Richard Glass at Valentia to know which the Valentia, to keep watch at that end of the line; and Mr. Latimer Clark, who was to test the cable when done. Of these gentlemen Pro-fessor Thomson, as one of the earliest and most the same mark of distriction. England honors herself when she thus pays honor to science, and it is ift that the Government which hon-ored chemistry in Sir Humphrey Davy, should honor electrical science in Sir William Thomson.

But our work was not over. After landing the cable safely at Newtoundland, we had another task-to return to mid-ocean and recover that lost in the expedition of last year. This achievement has parhaps excited more surprise than the other. Many even now "don't understand it," and every day I am asked "how it was done." Well, it does seem rather difficult to fish for a jewel at the bottom of the ocean two and a half miles deep. But it is not so very difficult when you know how. so very difficult when you know how. You may be sure we did not go a fishing at random, nor was our success mere "luck." It was the triumph of the highest nautical and engineering skill. We had four ships, and on board of them some of the best seamen in England, men who knew the ocean as a hunter knows every trail

There was Captain Moriacty, who was in the Agamemnon in 1857-8. He was in the Great Eastern last year, and saw the cable when it broke; and he and Captain Anderson at once took their observations so exact that they could go right to the spot. After finding it they marked the line of the cable by a row of buoys; for togs would come down, and shut out sun and stars, so that no man could take an observation. These buoys were anchored a few miles apart. They were numbered, and each had a flagstaff on it, so that it could be seen by day, and a lantern by night. Thus having taken our bearings, we stood off three or four miles, so as to come broadside on, and then casting over the grapnel, drifted slowly down upon it, dragging the bottom of the ocean as we went, At first it was a little awkward to fish in such

deep water, but our men got used to it, and soon could cast a grapuel almost as straight as any old whaler throws a harpoon. Our fishing-line was of formidable size. It was made of rope, twisted with wires of steel, so as to bear a strain of thirty tons. It took about two hours for the grapuel to reach bottom, but we could tell when it struck. I often went to the bow and at on the rope, and could feel by the quiver that the grapuel was dragging on the bottom two miles under us. But it was very slow busi-We had storms and calms, and fogs and squalls. Still we worked on day after day. Once, on the 17th of August, we got the cable up, and had it in full sight for five minutes, a long, slimy monster, fresh from the coze of the ocean's bed, but our men began to cheer so wildly that it seemed to be trightened and suddenly broke away and went down into

This accident kept as at work two weeks longer, but finally, on the last night of August, we caught it. We had cast the grapher thirty we caught it. We had cast the graphel thirty times. It was a little before midnight on Friday night that we hooked the cable, and it was a little after midnight Sunday morning when we got it on board. What was the anxiety of those twenty-six hours! The strain on every man's life was like the strain on the cable itself. When finally it appeared it was midnight; the lights of the ship, and in the boats around our bows, as they flashed in the faces of the men, showed them eagerly watching for the cable to appear on the water. At length it was brought to the country of the cable to appear on the water. surface. All who were allowed to approach crowded forward to see it. Yet not a word was spoken, only the voices of the officers in command were heard giving orders. All felt as if life and death hung on the issue.

It was only when it was brought over the bow and on the deck that the men dared to breathe. Even then they hardly believed their eves. Some crept toward it to feel it, to be sure it was there. Then we carried it along to the electrician's room, to see if our long-sought-fee treasure was alive or dead. A few minutes of suspense, and a flash told of the lightning current again set free. Then did the feeling long pent up burst forth. Some turned away their neads and wept. Others broke into cheers, and the cry ran from man to man, and was heard down in the engine rooms, dock below deck,

ships, while rock as lighted up the darkness of the rea. Then with thankful hearts we turned our faces again to the west. But soon the wind rose, and for thirty-six hours we were exposed

to all the dangers of a storm on the Atlantic. Yet, in the very height and fury of the gale, as I sat in the electricians' room, a flash of light came up from the deep: which, having crossed to Ireland, came back to me in mid-ocean, telling that those so dear to me, whom I had left on the banks of the Hudson, were well, and following us with their wishes and their prayers. following us with their wishes and their prayers. This was like a whisper of God from the sea, bidding me keep heart and hope. The Great Kastern bore herself proudly through the storm, as if she knew that the vital cord which was to join two hemispheres hang at her stern, and so, on Saturday, the 7th of September, we brought our second cable safely to the shore.

Such pentlemen in brief, is the story of the

Such, gentlemen, in brief, is the story of the telegraph which you have wished to hear. It has been a long, fhard struggle. Nearly thirteen years of anxious watching and ceaseless toil. Often my heart has been ready to teink, Many times when weathers are the story of the telegraph. Many times, when wandering in the forests of Newtoundland, in the pelting rain; or on the decks of ships, on dark, stormy nights—alone, far from home—I have almost accused myself of madness and folly to sacrifice the peace of my family, and all the hopes of life, for what might prove, after all, but a dream. I have seen my companions one after another falling by my side, and feared that I, too, might not live to see the end. And yet one hope has led me on, and I have prayed that I might not taste of death till this work was accomplished. That prayer is answered; and now, beyond all acknowledgments to men, is the feeling of gratitude to Almighty God.

tude to Almighty God. Having thus accomplished our work of building an ocean telegraph, we desire to make it useful to the public. To this end it must be kept in perfect order, and all lines connected with it. The very dea of an electric telegraph. is, an instrument to send messages instanta-neously. When a despatch is sent from New York to London there must be no uncertainty about its reaching its destination-and that promptly. Tots we aim to secure. Our two cables do their part well. There are no way-stations between Ireland and Newfoundland, where messages have to be repeated, and the lightning never lingers more than a second in the bottom of the sea. To those who leared that they might be used up or wear out, I would say, for their relief, that the old cable works a little better than the new one, but that is because it has been down longer, as time improves the quality of gutta percha. But the new one is constantly growing better.

ne is constantly growing better.

To show how delicate are these wonderful To show how delicate are these wonderful cords, it is enough to state that they can be worked with the smallest bartery power. When the first cable was laid in 1858, electricians thought that to send a current two thousand miles it mast be almost like a stroke of lightning. But God was not in the earthquake, but in the still small voice. The other day Mr. Latinger other than the still small voice, the still still small voice. mer Clark telegraphed from Ireland across the ocean and back again with a battery formed in a lady's thimble! And now Mr. Collett writes me from Heart's Content:—"I have just sent my compliments to Dr. Gould, of Cambridge, who compilments to Dr. Gould, of Cambridge, who is at Valentia, with a battery composed of a guncap, with a strip of zinc, excited by a drop of water, the simple bulk of a tear!" A telegraph that will do that, we think nearly perfect. It has never failed for an hour or a minute. Yet there have been delays in receiving mestages from Europe, but these have all been on the land lines, or in the Gulf of St. Lawrence, and not on the sea cables.

It was very painful to me, when we landed at Heart's Content, to find any interruption here— that a message which came in a flash across the Atlantic should be delayed twenty-four hours in crossing eighty miles of water. But it was not my lault. My associates in the Newfoundlan ompany will bear me witness that I entreated them a year ago to repair the cable in the Lawrence, and to put our land lines in perfect order. But they thought it more profent to await the result of the late expedition fore making further large outlays. We have therefore had to work hard to restore our lines But in two weeks our cable across the Gulf o St. Lawrence was taken up and repaired. was found to have been broken by an anchor in shallow water, and, when spliced out, proved as perfect as when laid down ten years ago. Since then a new one has been laid, so that we have there two excellent cables.

A word about the tariff. Complaint has been made that it was so high as to be very oppressive. I beg all to remember that it is only three months ank a balf since the cable was laid. was laid at a great cost and a great risk. Dif-ferent companies had sunk in their attempts \$12,000.000. It was still an experiment, of which the result was doubtful. This too might prove another costly failure. Even if successful, we did not know how long it would work. Evil prophets, in both countries, predicted that it would not last a month. If it did, we were not sure of baving more than one cable; nor how much work that one could do. Now these doubts are tesoived. We have not only one cable, but two, both in working order; and we find, instead of five words a minute, we can sendfifteen. we are free to reduce the tariff. Accordingly it has been cut down one-half, and I hope in a few months we can bring it down to one-quarter. in favor of reducing it to the lowest point at which we can do the business, keeping the lines working day and night. And then, if the work grows upon us so enormously that we cannot do it, why we must go to work and lay

Those who conduct a public enterprise ought not to object to any fair criticism of the public or the press. But complaints are sometimes made without reflection, as when fault is found with the cable because the news from Europe may be scanty or unimportant, as if we had any more to do with what passes over the line than the Post Office Department with the contents of letters that go through the mail. We are common carriers and send whatever comes; and if our prethren of the press keep capable men in the capitals of Europe, who will furnish only news which is important, we will see that It Is delivered here every morning.

Of the results of this enterprise-commercially and politically—it is for others to speak. To one effect only do I refer as the wish of my heart-that, as it brings as into closer relation with England, it may produce a better under standing between the two countries. Let who will speak against England-words of censure must come from other lips than mine. I have received too much kindness from Englishmer to join in this language. I have eaten of their bread and drank of their cup, and I have re-ceived from them, in the darkest hours of this enterprise, words of cheer which I shall never forget; and if any words of mine can tend to peace and rood will, they shall not be wanting lone of England, and though there have been

I beg my countrymen to remember the ties of kindred. Blood is thicker than water. America with all her greatness has come out of the sometimes family quarrels-bitter as family a yearning for the old home, the land of our fathers, and he is an enemy of his country and of the human race, who would stir up between two nations that are one in race, in language, and in religion. I close with this sentiment—"England and America—clasping hands across the sea; may this firm grasp be a bledge of friendship to all generations." (Loud and recommend the season of the prolonged cheers.)

SPEECH OF ADMIRAL FARRAGUT. Admiral Farragut was called upon to respon

to a toast, and his rising was a signal for hearty cheers. He said:—
Mr. President, Ladies and Gentleman:—
Whilst I feel complimented by the call to respond to the sentiment which has just been read to the company, I cannot but express

and from the boats on the water, and the other | re ret that some person more competent tisn re ret that some person more competent than it yell had been selected. (Cheers.) It was my good fortune, Mr. President, to be in this city in 1868, on the occasion of the great celebration of laying the telegraphic cable, the result, to use the words of the sentiment just offered, of the naval ships of the United States and Great Britain meeting in mid ocean and con ending together against the forces of the sen. (Applause.)

con ending together against the forces of the sea. (Applause.)

I well remember the gratification I then felt that my fears of success had not been realized, and I expressed my admiration of the indefatigable energy, perseverance, and skill diplayed by Mr. Field (your honored guest) and his co-workers in the cause of science, the developments of which had in the last few years led us to believe that we knew the bottom of the ocean even better than its surface. Few, years led us to believe that we knew the bottom of the ocean even better than its surface. Few, if any, Mr. President, lelt more deeply interested in this wonderful, nay, most wonderful enterprise, than myself, during the entire labor of your honored guest, and no one rejoiced more in the result. And, although I do not consider that our money had an equal share in the final contest with the elements in establishing the bond of union, yet I have an abiding faith that whenever and wherever the navies of Great Britain and the United States unite their efforts for the advancement of civilinavies of Great Britain and the United States unite their efforts for the advancement of civili-zation, science, or humanity, they will seldom, if ever, !ail-(cheers)-and I sincerely trust that they may always be so fortunate as to reccive the approbation of their fellow-country-men as in the present case. (Cheers.) That this bond of union which now unites the two countries may never be severed is our sincerc desire; but should it chance to be, the recent skill and energy displayed by those who laid it will be sufficient to repair and reunite it. (Loud

SPEECH OF GENERAL GEORGE G. MEADE.

Mr. Low said that he had been instructed to read a teast which had been unintentionally and by error omitted from the regular list. It was, "The Army of the United States represented by the hero of Gettysburg," (Cheers.) General Meade said:—Ladies and Gentlemen of the Chamber of Commerce, if I had been consulted I should have protested against any error. sulted I should have protested against any error having been made on this occasion. I do not see why I should have been brought before you at this particular moment. I came here after having travelled 100 miles on a labor of love and of duty to do honor to your distinguished guest, the hero of this evening, and the only one, in my judgment, who is entitled to any considera-

tion on this occasion. (Cheers.)
I have watched with eagerness the struggle I have watched with eagerness the struggle through which he has passed, and the disasters which attended his early efforts; and I have admired and applauded from the bottom of my heart the generosity of purpose with which that man has continued to hold on to his original idea, with a firm faith to carry to completion one of the greatest works this world has ever one of the greatest works this world has ever seen. (Cheers) I came here, therefore, to do him honor, and to show by my presence, as far as a could in my humble capacity, how much I henor him for all the qualities he has shown which has made him not only the representative of this great city, but of ovr country, and

indeed, I may say of the world. (Cheers.)

Now, for what you have said of the army, be pleased to accept my warmest thanks. The army requires but little from me. Its history army requires but little from me. Its history is known to you. In a community represented by such intelligence and education as I see before me now the deeds of this army and its record are too well known to need any recital from me. It would be a work of supererogation. At this late hour I will say nothing of what the army has done. I will only pledge you that in the future the army will do as in the past it always has done, its duty (cheers), and endeavor to uphold the honor, the integrity and the flag of our common country. (Lond and the flag of our common country. (Loud

NEWS FROM FORTRESS MONROE.

Jeff. Davis Moved into Commodious Quarters Prepared for Himself and Family in Carroll Hall-His Improved Health and Prospects, and Hopes for

FORTRESS MONROE, November 14.- The very fine rooms, four in number, besides a kitchen fitted up in Carroll Hall for Jeff Davis and family, have at length received the finishing touches of carpenter, mason, glazier, and painter. Vacating his old quarters, which were limited to two casemates, he has moved into his new and more commodious apartments; so that now, barring his deprivation of the freedom of the outer world, he is as snugly and comfortably situated, has rooms as airy, as liberal sup-plies of tuel, as numerous attendance of servan's, and as complete and elaborate culsing any lharies as any officer in the fort.

There is no objection to all this. A liberal and discreet humanity is shown in it. Our Government, in the exercise of such magnantmens policy to the state prisoner, evinces the generosity it is capable of, and which not only will conciliate more than anything else could the vast mass of Southern people, and convert to loyafism those whom nothing else would influence, but engender greater and universal respect abroad. Although accused of grave offenses, he stands before the world innocent until proved guilty. In this light, and in the light of what he has suffered in his past imprisonment without trial, the present comforts allowed him, late as they come, are vastly bet-ter late than never. Mr. Davis feels grateful for the elemency shown him, and is trank and outspoken in acknowledgment of it.

Moreover, his health has recently improved most materially. He can walk unsupported, his spirits are more clastic, his conversation is in much lighter and gaver tone, and the world generally has for him less austerity and repul-siveness. He repines less at the past, is more patient of the present, and more hopeful for the future. He now enjoys facilities not only for making himself and family comfortable, but to extend becoming hospitality to his numerous catters and friends. In his own mind, and that of most of his friends, the conviction has now very firmly settled that he will remain here a oner all winter. Whatever fate may betide him he will show himself firm and resolute in me ting it .- New York Herald.

A FORGED ENDORSEMENT CASE.

A Carpenter Finds a Bank Check for \$1500 and Signs a Bogus Endorsement -Receives the Cash for It and Absconds-His Final Return and Arrest.

The particulars of an alleged forgery, by which the New York County National Bans, ituated on the corner of Fourteenth street and Eighth avenue, was victimized to the extent of \$1500, were developed yesterday at the Jeffer-son Market Police Court. It appears that Henry Vincent, a house carpenter, living in this city, on the 16th of August last presented himself to a gentleman named John Ross, with whom he was acquainted, and requested that he would introduce him to the above bank, as he wished o open an account there. Mr. Ross, who be-ieved him to be an honest man, consented, and incent deposited with the bank on that day a chee's for \$1494'75, purporting to be drawn by the Wisconsin Marine and Fire Insurance Company, of Milwaukie, on the Metropolitan Na-tional Bank, of this city, to the order of C. B. Hall, which name was endorsed on the back of the document.

On the same day Vincent returned to the bank, and drew out \$1490, leaving but \$4 on deposit. The bank shortly sent the check to the Metropolitan National Bank to be cashed. It was returned with the statement that the endorsement of Mr. Hall was a forgery; that the check had been sent by the Metropolitan National Bank to Mr. Hall, but that it had been lost in some manner. It was probable that Vincent had found it, and executed the endorse

An officer was at once sent to apprehend V neent, but the latter had evidently learned that he was wanted, for he had disappeared. Search was instituted, but with no success, and it only remained for the police to keep a look-out for their man. On Tuesday night he re-turned, sick. He had been taken ill, so that to save his life he must return. The Captain of the Sixteenth Precinct was promptly informed of this fact of this fact, whereupon he proceeded to the nouse of Vincent, at No. 338 West Twenty-fourth street, where he found his man, who was too ill to permit of his removal to the Station House. As soon as he is recovered sufficiently, Vincent will be arraigned before Justice Dodge, on the charge of forgery.—N. Y. Herald of to-day.

THE ERIE RAILROAD ACCIDENT.

Five Killed and a Large Number Wounded - Culpable and Criminal Negligence. The telegraph gave a brief account of a terri-

ble and fatal accident that occurred near Erie on Tuesday afternoon, to the express train from Buffalo to Cleveland, Ohio. Mr. Clarke Warren, of Cleveland, who was on the train, has communicated to the Hera'd of that city the following particulars:-

"The accident occurred near Wesleyville about 4 o'clock in the afternoon. The train consisted of five coaches filled with passengers, and sisted of five coaches filled with passengers, and dive baggage and express cars, and was a little behind time, to make up which it was running at the rate of forty miles an hour, on a down grade. At the point of the accident workmen were engaged in repairing the track, and had taken out two rails. They must have known, or if they did not, they should have known, that the train was due at that time, but no signal was sent to warn the approaching train of the danger until it was heard coming thundering around a curve, only a few rods from where the rails had curve, only a few rods from where the rails had been removed, when a man rushed up the track swinging his hat. The engineer reversed his swinging his hat. The engineer reversed his engine, the brakes were put hard on, and everything done to check the headlong speed of the train; but it was too late. The train reached the fatal spot, and plunged into the trap laid for it by the gross and criminal neglect of the workmen. The train was thrown down an embankment some ten or lifteen feet, breaking some of the cars into transments and milling. some of the cars into fragments, and piling

them up into a confused mass. The first and second passenger cars were the most injured, but the whole train was more or less damaged. Mr. Warren describes the scene at this time as terrible. The passengers were jammed in the debris of the broken cars, and the cries of the wounded who were fastened in by the crushed and broken cars were awful to hear. In the second car, in which Mr. Warren was seated, there were four killed outright, and nearly all in the car more or less injured. Besides Mr. Warren there were two others from this city injured—Mrs. Mahala Porter, considerably bruised, and Mr. Lewis, injured in the shoulder. Mr. Warren's injuries are in the right knee and left shoulder, but are not serious.

The indignation of the passengers against the negligent workmen who had caused the fearful accident was intense, and if they had been caught, the consequences would have been serious. A number of the wounded came up last night, and more arrived by the trains to-day. Everything was done by the officers of the train and the uninjured passengers to extricate and relieve the wounded.

ADDITIONAL PARTICULARS.

The following additional particulars are given in the Eric Dispatch of Wednesday morning: hed this city, two cars were sent down for the wounded, a portion of were sent down told the dead, were brought whom, together with the dead, were brought bere and placed in the depot. The cars were again despatched, and brought up the remainder

again despatched, and brought up the remainder of the wounded and passengers, reaching here about 8 o'clock in the evening.

The bodies were piaced in the Superintendent's room, at the western end of the depot, and were visited by hundreds of excited and curious spectators. The scene was a sad one. The four bodies were laid side by side—the little child nestling by the side of its grandfather as if asleep—all having marks of the terrible calamity which ushered them from lite into death but two shorts. ushered them from life into death but two short hours before. Their faces were crushed and bloody, their limbs mangled, their eyes set and stony. Not one of all the crowd who througed to gaze upon them could claim the title of friend, relative, or even acquaintance. The saddest or all fates was theirs—dead, and among stranger-. Their names, as far as we were able to learn. as follows:-Dr. Wheeler, of Milwaukie,

and little grandchild; a man named Hunt, who

was dressed in the garb of a soldier, from Dan-ville, New York; and an eiderly man named Harlan, place of residence unknown. The mother of the child was also dangerously burt, and died at 10 o'clock. Several others were in ternally injured, but it was impossible to obtain an accurate list on account of the confusion and excitement attendant on the occasion. We hear that one little girl had her arm crushed so badly as to require amputation. We say seve-ral little children—among them two babes with bloody handkerchiefs and bandages tie I about their heads and hmbs. One man, whose name we were unable to learn, was injured so oadly in the region of the stomach that he pro bably cannot survive. Six of the wounded four men, a woman, and child, were left at Wes eyville. They will be brought up this morning. The causes which led to the accident were these of the grossest and most criminal carelessnoss on the part of the workmen, every one of whom, and chiedy the boss of the gang, should se indicted for murder. There is no excuse for hem. They knew the train was to be due, and did not take the precaution to send back a flag to step it, or resort to any means to prevent the accident which must have been evident would happen. blame is charged to the engineer or con-

luc or in charge of the train.

b. low will be found a list of some of the most Mr. M. Brown, of Rochester, brutsed about head and breast. His son, twelve or thisteen, had his right foot badly spramed,

Francis Moran, from Austin, head cut. Patrick Rounce, from New York, very badly ourt about the head. Supposed separation of the from al bone. B. Grafton, from Worthington, Ohio, scalp

ut and right foot severely sprained.

John Oakson, Muncy, Indiana, collar-bone prole and side injured. John Donahoe, New York, face cut and body

Robert Lynch, New York, scalp out and face badly mutilated. Margaret Gerrynote, Rochester, injured in and. Her little son bad his scalp cut. One gentleman, name unknown, had his right

Charles Bocherah, Plymouth,fRichland county, Oh o. had his leg hurt, slight.

Mont Cenis.-The Italian Minister of Public Works has received a report to the effect that one-half of the work of piercing Mont Cenis is completed. The tunnel, which will be twelve thousand two hundred and twenty metres (about seven and two-third miles) in length, is already pierced six thousand one hundred and ten metres. The works are to be actively resumed, and there is reason to hope that the line may be opened in the course of next year. That will be the first direct communication between France and Italy. Paris and Florence will then only be separated by rail from thirty-six to forty hours.

-Master Richard Coker has returned to this country, and was announced to sing in Wash-

THIRD EDITION

Indian Affairs.

Washington, November 16.-The Commissloner of Indian Affairs has received letters from his special agents recently sent to the Arapahoes and Cheyennes, and the Confederate Bands of Sloux, to ascertain the disposition of these tribes towards the Government, and to inquire into the various reports which have been made regarding their hostile attitude. The information received from these agents is of a satisfactory character. Not only is it probable that peace will be maintained, but it is also reported to the Bureau that the release of two white women, prisoners in the hands of the tribes on that line of territory, will be obtained.

Store Robbery.

Boston, November 16,-Yesterday afternoon a young man called at the store of E. & M. Faxon, leather dealers, in Pearl street, and, under the pretense of getting a bill changed, managed to steal money, notes, and securities valued at \$35,000, with which he escaped.

HIGHLAND FALLS, N. Y., November 16 .- During the storm last night the creek suddenly rose. The upper and lower mill-dams, bridges, and other property were swept away, and many buildings were damaged.

The Bateman Opera Troupe.

WASHINGTON, November 16 .- The Bateman Opera Troupe was welcomed back to Washington last night by a large, fashionable, and delighted

From Louisville.

LOUISVILLE, November 16 .- The statements nade relative to the alarming illness of Senator Gufbrie are untrue.

Markets by Telegraph.

Markets by Telegraph.

New Obleans, November 15.—Cotton is lower and irregular; sales 1050 bales; low middlings, 35. (233c.; middlings, 35. receipts, 2700 bales. Sugarduif; fair, 12.212 c. Louisiana Mola ses dull at 60. (253c. for inferior; 80c. for prime. Flour in good demand; superfine, 811 50.011 55; xra, 812.012 50. Corn in good demand at 81 35. Oats quie; at 60c. Rye steady at 49.050c. Pork dul; Mess. 830. Bacon dull; shoulders. 164; sides. 174. Lard in good demand at 16.027 Whisky dull at 82.30. Gold, 1454. Bank Sterling Exchange, 58; New York Exchange par to premium.

Gold, 145; Bank Sterling Exchange, 58; New York Exchange par to; premium.

New York, November 16.—Cotton dull; dockined lc; sales at 33@35c. Flour dull; sales of 500) b.la. State at 9@12 25; Obio, \$11 50@14; Western, \$9@13; Southern, \$12.50@17. Sales of 12,000 bushcle atiwankie No 2 Wheat at \$2 43; State, \$3 15. Corn dull; white declined lc. Beef dull. Pork steady. Lard dull. Whisky steady.

FINANCE AND COMMERCE

OFFICE OF THE EVENING TRUBGRAPH,

Friday, November 16, 1866. The Stock Market was dull this morning, and prices were weak and unsettled, owing to the decline in gold. In Government bonds there was very little doing. June 7:30s sold at 1054, a slight decline; 1094 was bid for old 5-20e; 1134 for 6s of 1881; 1004 for 10-40s; and 1074 for August 7:30s. City loans were in fair demand; the new issue sold at 102;; and old do. at 994,

Railroad shares were inactive. Pennsylvania Railroad sold at 55/@556, a slight decline Reading at 57@57;, no change; and Catawissa preferred at 286, no change; 133 was bid for Camden and Amboy; 1613 for Norristown; 1583 for Minehill; 664 for Lehigh Valley; 283 for Elmira common; 42 for preferred do.; 32 for Philadelphia and Frie phia and Erie.

City Passenger Railroad shares were unchanged. 90 was bid for Second and Third; 20 for Thirteenth and Fifteenth; 31 for Sprace and Pine; 14 for Hestonville; 32 for Green and Coates; 40 for Union; and 324 for Germantown. Bank shares were firmly held at full price but we hear of no sales. 110 was bid for Third National; 1014 for Seventh National; 236 for North America; 146 for Philadelphia; 131 for Farmers' and Mechanics'; 56 for Commercial; 92 for Northern Liberties; 100 for Kensington; 57 for Girard.

In Canal shares there was very little move men. Lehigh Navigation sold at 60, no change; 27 was bid for Schuy-kill Navigation comn: 354 for preferred do.; 85 for Morris Canal 123 for preferred do.; 15 for Susquehanna Canal; for Delaware Division; and 54 for Wyoming Valley Canal, Quotations of Gold-104 A. M., 145; 11 A. M., 143: 12 M., 1421: 1 P. M., 1421.

PHILADELPHIA STOCK EXCHANGE SALES TO-DAY Reported by De Haven & Bro., No. 40 S. Third street BEFORE BOARDS. \$1000 US 5-20s 65 cp 107; 160 sn Cats. pf. s5wn 28 100 sn Reading. b5...67 31 10 sh Mech Bk..... 38;

FIRST BOARD 8600 U S 5-20a 65 Jy 109 4 sh L 8200 U S 7-30s June105; 100 sh do...b6wn 81000 Penn 6s..coup103 12 sh do...b6wn 100 sh do ... 56 wn 60 12 sh do ... 60 12 sh C & A scrip 50 8400 City 6s,n Jots 102 6 sh Pa H. . . lots . 55 7 sh do 55 50 sh do 65 100 sh St Neh Coal . 1 100 sh Ford Daw 16 400 sh Peen Jata 880 57 \$4000 do..ks o..102 \$1000 do......102 \$1000 Pa R 2d mg 6s 98 \$1000 Lit Seh R 7s.. 964 \$3000 Leh Val bus. 97 \$500 Leh 6s. 84 . . . 93

400 sb Roaq .. lots s80 57 -Messrs, De Haven & Brother, No. 40 South Third street, report the following rates of exchange to-day at 1 P. M.:—American gold, 1424 (2014). Silver as and is, 138; Compound Interest Notes, June, 1864, 16; do., July, 1864, 15; do., August, 1864, 15; do., October, 1864, 14; do., December, 1864, 13; do., May, 1865, 114; do., August, 1865, 10; do., September, 1865, 96; do. October, 1865, 9.

Philadelphia Trade Report.

FRIDAY, Nov. 16 .- There was a better demand for Flour for home consumption, but a total absence of any inquiry for shipment or speculation. The sales reach 1200 bbis., including superfine at \$8(a) 8 75; extres at 89@11; 800 bbl. Northwestern extra family at \$12.50@13 50:| 300 bbls. winter wheat do. at \$14@15, the latter for choice, and fancy brands at \$15.50@16.50, according to quality. In the absence of sales we quote Rye Flour at #8 # bbl. Nothing doing in Corn Meal.

There is a firmer feeling in the Wheat Market, but ** much doing. Sales of Pennsylvania at \$3:08 20, and Southern red at \$8 25@3 33; white ranges trom \$5.49 to 3.45. Rye is in fair request, with sales of 1000 bush, old Western at \$1.37;, including 500 bush, on private terms. Corn is quiet, with sales of yellow at \$1.28 afloat. Oats are dull; sales of 5000 bush. Southern at 63c. Nothing doing in Barley or Mait.

A small lot of Cloverseed sold at 48 75 \$\psi\$ 64 lbs, Timothy ranges from \$5.25@3 62. Flaxseed is held at \$3 30 P bush.

Whisky is selling in a small way at \$2 41@2 42 for Pennsylvania barrels, and \$2 43 @2 44 for Ohio, 180 bbls. of the latter in bond sold at 44c.

Scurvy.—The Pall Mail Gasetle says:—"That disgraceful, because entirely preventible, disease called scurvy] appears to proceed without let or hindrance among the seamen of the English mercantile marine. No less than six large versels entered London during ten days with cases of scurvy on board, and some of these cases are of the worst description."